

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,314 號肆拾壹百叁千叁萬壹第 日捌十月玖年六十二緒光 HONGKONG, FRIDAY, NOVEMBER, 9TH, 1900. 伍拜禮 號玖月壹十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

## THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED, CONFECTIONERS, HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

CUTLER, PALMER AND CO. WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 18, Praya Central.

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY. The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'s Selection. Sole Agents for it—LANE, CRAWFORD & CO. Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned. Fine Old Highland Whiskies are shipped by CUTLER, PALMER & Co., and are obtainable in Hongkong at G. C. ANDERSON, No. 18, Praya Central, Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

Net

"SPECIAL BLEND" WHISKY. Blend of Selected Distillations of the Finest Scotch Whiskies.

Apply to SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

### TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.30 a.m. ... Every quarter of an hour  
8.30 a.m. to 9.30 a.m. ... Every ten minutes  
9.30 a.m. to 10.45 a.m. ... Every quarter of an hour  
10.45 a.m. to 11.30 a.m. ... Every quarter of an hour  
11.30 a.m. to 1.30 p.m. ... Every quarter of an hour  
1.30 p.m. to 2.30 p.m. ... Every quarter of an hour  
2.30 p.m. to 3.30 p.m. ... Every quarter of an hour  
3.30 p.m. to 4.30 p.m. ... Every quarter of an hour  
4.30 p.m. to 5.30 p.m. ... Every quarter of an hour  
5.30 p.m. to 6.30 p.m. ... Every quarter of an hour  
6.30 p.m. to 7.30 p.m. ... Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. ... Every half hour  
10.15 a.m. to 11.00 a.m. ... Every ten minutes  
11.00 a.m. to 1.00 p.m. ... Every quarter of an hour  
1.00 p.m. to 2 p.m. ... Every quarter of an hour  
2 p.m. to 3 p.m. ... Every quarter of an hour  
3 p.m. to 4 p.m. ... Every quarter of an hour  
4 p.m. to 5 p.m. ... Every quarter of an hour  
5 p.m. to 6 p.m. ... Every quarter of an hour  
6 p.m. to 7 p.m. ... Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central, JOHN D. HUMPHREYS & SONS, General Managers, Hongkong, 1st May 1899.

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting, of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Examining a specialty. MCKIRDY & CO., 43 & 45, QUEEN'S ROAD EAST, Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS. Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Cuvée Réserve) LAUTS, WEGENER & CO. Sole Agents, Hongkong, 17th May 1895.

GREEN ISLAND CEMENT COMPANY. PORTLAND CEMENT. \$5.00 per Cask of 37½ lbs. net ex Factory. \$4.00 per Bag of 250 lbs. SHEWAN, TOMES & CO. General Managers, Hongkong, 2nd July, 1900.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, \$22.50 PER DOZ. Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz. Less old than the above.

### THE ELITE OF WHISKY.—

THE "PALL MALL," \$20 PER DOZ.

11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY, \$10.75 PER DOZ. Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE. AGENTS—SIEMSEN & CO., HONGKONG.

## MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES J. M. DE ZUNIGA, No. 9, QUEEN'S ROAD CENTRAL Entrance: Ice House STREET (New Victoria Hotel).

## SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

### TONIC AND REFRESHING.

SOLE AGENTS—

## WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS, HONGKONG.



Telephone 75.

The most popular of light Beers: there is never any sediment in KUPPER BEER, it is always bright and sparkling.

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CALDBECK, MACGREGOR & Co., SOLE AGENTS.

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### NEW AUTUMN GOODS.

AMERICAN BOOTS AND SHOES. WOOLLEN UNDERWEAR. HATS, SHIRTS and EVENING GEAR.

## LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT).

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### LATEST LONDON FASHIONS.

### NEWEST & BEST MATERIALS.

DRESS SUITS from ... \$65.  
TWEED LOUNG SUITS from ... 35.  
NORFOLK JACKET SUITS from ... 35.  
SCOTCH TWEED ULSTERS, for Travelling, from ... 50.

## LANE, CRAWFORD & CO.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS. EASTMAN'S KODAK'S, FILMS AND ACCESSORIES. DEVELOPING AND PRINTING UNDERTAKEN. A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

## PARIS EXHIBITION, 1900.

### THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO., 12, QUEEN'S ROAD.

### THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE

TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING." SIX MORE UNPACKING

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE

FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO., LD.

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### AERATED WATERS.

SIMPLE AERATED WATER. LEMONADE. SODA WATER.

SARSAPARILLA. GINGER ALE.

TONIC WATER. RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

China's Open Door, by R. Wildman, U.S. Consul General ... \$3.50

China in Decay, by Alexia Krause ... 3.50

China of To-day, 12 Parts ... 4.20

Through the Yangtze Gorges, by Archibald Little ... 4.50

Golden Dead of the War, by A. F. Storey ... 3.50

Tes Machinery and Tes Factories, by Taylor ... 15.00

Khaki in South Africa ... 3.00

The Siege of Ladysmith, 120 Pictures ... 6.50

Scott's Stamp Albums to 1899 ... \$4.50 and 10.00

Pocket Atlas of the World ... 1.50

History of Great Britain, 2 Vols. ... 12.00

Standard Dictionary of English Language, by Funk—2 Vols. half-Russia ... 40.00

Brassey's Naval Annual ... 10.00

Royal Academy Pictures ... 4.50

CHRISTMAS CARDS, GREAT VARIETY.

NEW ANNUAL VOLUMES.

STRAND MAG. VOL. 19.

WINDSOR MAGAZINE VOL. 11.

WIDE WORLD MAGAZINE [VOL. 5.]

CAPTAIN VOL. 3.

CHUMS, BOYS & GIRLS ANNUAL.

UNION JACK VOL. 2.

FATHER TUCK'S ANNUAL.

LET'S DIARIES.

TUCK'S NEW TOY BOOKS.

BLACKIE'S TOY BOOKS.

CHRISTMAS ARTICLES.

23 & 25, Queen's Road, Hongkong.

## UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON,

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or

Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"

METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively

by the British and American Navies. ASBESTOS FIREPROOF COLOUR and

FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts

to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD RITCHIE.

DODWELL & CO. LIMITED, General Managers.

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

PURVEYORS to THE IMPERIAL and ROYAL COURT at BERLIN. THE IMPERIAL ROYAL COURT of AUSTRIA. THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO., Sole Agents.

NOTICE FROM SHANGHAI.

FROM this day HOPKINS' BUTCHERY is again prepared to Supply its

numerous Patrons in Hongkong as in former years with PRIME BEEF, GAME, WILD FOWLS, GAME PIECES and BRAWNS, &c. Orders are respectfully solicited. HOPKINS' BUTCHERY, Shanghai, 1st November, 1900.

SAINT JOHN AMBULANCE ASSOCIATION. A PUBLIC MEETING will be convened in the City Hall (by kind permission in the Chamber of Commerce Room), on WEDNESDAY, 14th November, 1900, at 12.30 p.m. The local branch of the Association is to be reorganized, and a Committee will be appointed. His Excellency Sir HENRY A. BLAKE G.C.M.G. (Knight of Justice of the Order of the Hospital of Saint John of Jerusalem in England) will preside, and will distribute Certificates and Medallions awarded last year after examination in "First Aid to the Injured." R. E. COBBOLD, Local Hon. Sec. Hongkong, 8th November, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

### INTIMATION.

GOLD MEDAL PARIS 1878-1889.

of Highest Quality and having Greatest Durability are therefore CHEAPEST.

The Only Award GILLOTT'S

Numbers for use by Banks

Barrel Pens, 225, 226, 262

Slip Pens, 332, 009, 287, 166,

404, 7,000.

In Fine, Medium, and Broad

Points

THE NEW TURNED-UP POINT, 1032,

2891.

### HOTELS.

## HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 53.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from 24 a day, inclusive of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899.

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" (1919)

VICTORIA HOTEL.

SHAMSEEN—CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent CUISINE and best Wines.

The Hotel's Boat boards all Steamers on their arrival and departure.

Telegraph address "VICTORIA, Canton."

A. B. C. and A.I. Codes used.

MADAB & FARMER, T. F. DA CRUZ, Proprietors.

Hongkong/10th November, 1899.



## GEN. GASELEE'S TRIBUTE TO THE JAPANESE AT PEITSAUNG.

General Gaselee's official despatches, published in the *Gazette*, readily accord to the Japanese troops the whole credit of the victory over the Chinese at Peitsang on the 5th August. They attacked and stormed line after line, he says, in a most gallant manner.

## GENERAL NEWS.

LONDON, 7th November, 6.20 p.m.

## U. S. PRESIDENCY—MCKINLEY RE-ELECTED.

Mr. McKinley has secured 292 votes against Mr. Bryan's 155 for the Presidency of the United States.

## REUTER'S SERVICE.

LONDON, 6th November.

## DUBLIN AND MR. KRUGER.

The Lord Mayor of Dublin has ruled, on [put off] order, a resolution to confer on Mr. Kruger the freedom of the City.

## BRITISH SOUTH AFRICA.

The number of Boers in the vicinity of Basutoland is increasing. The Boers have occupied and looted Vicksburg and torn the Union Jack to shreds, which were tied on their horses' tails.

A commando of 1,400 men is close to Ladybrand. The 21st Brigade operating near Kroonstad found it impossible to get within range of a body of Boers, who were well mounted and continually visible.

## FRANCE AND MR. KRUGER.

The Paris Municipal Council will receive Mr. Kruger officially.

LATER.

LONDON, 6th November.

## THE PRESIDENTIAL ELECTION.

Mr. McKinley has been re-elected President of the United States of America.

## AN IMPRESSIVE NAVAL FUNERAL.

The obsequies of midshipman Charles Krug of the Chilian training-ship *General Bugeaud*, who died on the previous day at the Naval Hospital from the hereditary complaint of tuberculosis, took place yesterday morning at the Happy Valley in the presence of a large and fully representative gathering. The deceased, who was just completing his teens, was a bright lad, full of promise, and with every indication of a brilliant career before him. Selected from a number of his fellow collegians in consequence of his exceptional talent at home, he had borne out the high opinion his superiors had formed of him by his complete submission to discipline and ready adaptation to his studies and instruction while on board the training-ship. His illness, which more or less had troubled him while at sea, did not take any acute form or cause any anxiety among those on board, as he was thoroughly well at the time he was taken to the Naval Hospital. He was taken to the hospital on Wednesday, and although everything possible was done to relieve him, he died of his disease on Wednesday, as above stated.

The coffin, crowned with floral wreaths over the national flag, was borne to the grave on a gun carriage, followed by Commander Wilson of the *General Bugeaud*, his officers and ship's company; the Commander of H.M.S. *Tamar* and a file of marines from that vessel; a similar party from H.M.S. *Argonaut*; a file of marines from each of the French and Portuguese non-officer training-ships, the *Chilian* Consul with Mr. Jorge de Vasconcelos, and representatives from the several Naval departments in Hongkong. The Rev. Father Espinosa officiated at the grave, and the usual volleys were fired by a party of Chilian marines. At the conclusion of the service, Captain Wilson of the *General Bugeaud* said that although they all deeply deplored having to leave their comrade so far away from friends and home, still it was a great consolation to them to feel that he would lie under the flag of the Chilian flag—the flag of a country which had always been an example to the world in everything that pertained to goodness and the well-being of mankind. I was Great Britain, which had not the least aim to teach the Chilians how to build and organize their navy; indeed their inception was the outcome of British instruction, and through British guidance they had been enabled to reach their present naval strength. The teachings of me like Admiral Cochrane (whose name would be immortalized in Chilian naval annals) for, constitutionally, while that navy exists, there would always be a vessel of that nation floating on their waters. Captain Wilkinson, Foster, Simpson, and others would never be forgotten, and Chilian would ever remember with feelings of the deepest gratitude what British had done for them in the past. They had lost young and rising officer, one whose life he showed every indication of a prosperous career, the profession which had been marked out for him. They mourned his loss that day, but those of his sorrowing friends at home, but with the hope that he now rested under the canopy of a better and far happier State.

## INTIMATIONS.

## BROWN, JONES &amp; CO. MONUMENTAL SCULPTORS.

AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

## A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED 1841.

## CONFECTIONERY.

SHIPMENTS FOR THE NEW SEASON HAVE ARRIVED.

## INCLUDING

Confections of all kinds, from simple articles to the FINEST and MOST DELICATE productions of the best firms in Europe.

## CADBURY'S CHOCOLATES

IN ALL VARIETIES.

## PASCAL'S SPECIALITIES.

Jordan Almonds, Smyrna Rahat,  
Vanilla Pralines, Montelimart Nougat.  
Royal Pralines, Amandes Aboukirs.  
Dragées, Crèmes.  
Fondants Fourrés, Chocolatines.  
Marzipan, Nougatines.  
Ajocones, Fondants.

Fruited Pralines, &amp;c., &amp;c., &amp;c.

## ALSO

## CHRISTMAS

AND

## NEW YEAR CARDS

IN GREAT VARIETY.

## A. S. WATSON &amp; CO.

LIMITED,

HONGKONG DISPENSARY.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 9th, 1900.

KOREA is sufficiently remote from us in Hongkong to prevent much interest being taken in it, and its import trade is small enough to discourage the British merchant and manufacturer from making much effort to work there. But Korea is being gradually opened up, and railways and mines cannot but change the economic conditions of the country. Japan, from her position, secures almost all the commercial benefits to be gained from the peninsula. The question is whether the British trader must rest content to see himself entirely driven out. In actual volume Korean trade fell off in 1899 to the extent of over £260,000, although the gold export showed an advance of £55,765 on the figures of the previous year. But Mr. JORDAN warns us that it must not be inferred from this that the country's trade is declining. The fall was due to the fact that the export of rice was less by £137,671 than in the previous year. And this in its turn was owing to the refusal of the Koreans, after having got unheard of prices from Japan for their rice in 1898, when Japan was short of rice, to lower the price again in 1899, when Japan was no longer in such need of rice. As Mr. JORDAN says, the Korean entirely ignores such questions as supply and demand. At the end of 1899 there must have been very large stocks of unsold rice in Korea. The native currency also has a hampering effect on trade, but Korea has adopted Japanese currency so far that customs duties have to be paid in Japanese yen; were it to be made Government currency throughout the country a large expansion of trade would follow.

As far as exports from Korea are concerned no country has any interest in the peninsula except Japan. But the development of Korea's exporting capacity must, of course increase her buying capacity, and here is a point worth the attention of the British merchant and manufacturer. At present the British importer is at a great disadvantage. Take the piece-goods trade

for an instance. This is almost entirely in the hands of Chinese merchants, who open the bales at Chemulpo and send them round the country by Chinese pedlars. The Japanese sell their goods by Japanese pedlars, who understand far better, says Mr. JORDAN, how to deal with the Koreans than do the Chinese. Again British piece-goods have the additional disadvantage of having to be indented some six or eight months ahead, which involves no little risk, whereas the Japanese have their manufacturing centres close at hand. And yet it speaks well for the British manufacturers that, as the report says, British piece-goods have so far not suffered from Japanese competition in the same line; Japanese in some instances having to import English goods to exchange for native produce. But in the importation of yarn Japan seriously threatens our trade, her import having risen from £99,749 in 1898 to £146,890 in 1899, whereas ours fell from £8,979 to £7,496. Should the Japanese experiments in cotton-growing prove successful, our loss will be still greater. But Mr. JORDAN sees no reason why the trade in English piece-goods should not be developed, "provided English manufacturers are willing to adopt their goods to the requirements of the trade." He continues: "Experience, however, rather points to the conclusion that this 'will-iness' is a very uncertain factor."

This unfortunately is not true of our manufacturers only where Korea is concerned; the same complaint is made all the world over. Mr. JORDAN suggests some remedies with regard to the British piece-goods trade in Korea, but they apply also to a much wider range. Firstly, there is necessary an exhaustive study of the trade by a Manchester expert on the spot, who should travel through the most populous districts and see how far Manchester can compete with native goods and what new markets there are. This would, of course, involve considerable time and expense; the ordinary merchant could not undertake the task, as he must stop at the treaty ports to look after his interests. Again, to open up new markets a knowledge of the native language is necessary, "but this seems the last thing an English merchant thinks of doing." "The Germans," says Mr. JORDAN, "have been quick to recognize this fact, and now it is almost the exception to find a German commercial house in the East in which there is not at least 'one man able to talk business with the natives in their own dialect; there is one 'British firm in Korea and one German firm; it is almost superfluous to say that 'the German house has a German who can 'speak Korean, and that the English house 'has no Korean-speaking Englishman."

Turning to shipping, we find the carrying trade of the country in the hands of the Japanese, the four German vessels being under charter to them also. Four Russian steamers called at Korean ports, but two were practically Russian Government vessels and were so irregular as to command little support from shippers; the other two, however, were largely patronised by Chinese. Mr. JORDAN goes on to say: "Accustomed as one is to see the British merchant flag predominating everywhere, it is curious to find a country with any foreign trade with 'not a single British ship entering any of 'its ports for a space of twelve months, not even under charter. The explanation is that 'the trade is not of sufficient dimensions to 'pay per se; both the Japanese and Russian 'lines are heavily subsidised by their respective Governments, and, moreover, the 'export trade of the country is wholly in 'the hands of the Japanese who naturally 'prefer to ship under their own flag."

From this, coupled with the generally pre-eminence of Japanese trade throughout the peninsula it might be concluded that trade with Korea is a branch of commerce not worth pursuing for British merchants and manufacturers. But with the increasing exporting power of the country new opportunities for importers will arise, in which case the foreigner with no footing in the country will be out of the race. Even with this footing, if he shows no more enterprise and adaptability than the British importer has shown in the past, he cannot hope to take any share in the profits to be gained.

We were informed from the Central Police Station yesterday afternoon that the Red Cone, point downwards, had been hoisted, indicating a typhoon to the south of the colony, the centre more than 300 miles away.

Weather permitting, the final match of the Lewis Polo Tournament will take place to-day, commencing at 4 p.m. The teams are: I.—Lieut. Comdr. Wilkin, Mr. Williams, E.W.F., Mr. Stockwell, E.W.F., and Capt. the Hon. H. W. Trefusis. II.—Major Kottlewel, Mr. Moliken, R.A., Mr. Lambertouche, and Mr. Taylor.

The Rugby football match yesterday afternoon at the Happy Valley between Mr. McMurtrie's and Capt. Loring's teams ended in a victory for the latter by a goal and a try to a goal. Capt. Johnston played well for the winners and scored a try. He was, however, damaged during the course of the game.

The British transport *Antelope* left on Wednesday night for Bombay.

Large consignments of Japanese coal are being sent to Calcutta and other Indian ports principally for use as "banker" fuel.

Mr. A. H. Capper, the Protector of Chinese at Singapore, has been pensioned from his appointment on account of ill-health.

The British Force in Peking has an organized "Camel Corps" to carry coal from the mines in the Western Hills to the Imperial Carriage Park, for use during the forthcoming winter.

A new local company is being started under the title of the Hongkong Steam Water Boat Company, Limited, with a Capital of \$75,000. The Company takes over and will extend the business of Mr. J. W. Kew, who has long supplied with fresh water the ships entering our harbour. Full particulars will be found in another column.

As will be seen from our advertising columns, a public meeting in connection with the Saint John Ambulance Association is convened for Wednesday next, 14th inst., when the local branch of the Association will be reorganized and a committee appointed. His Excellency Sir Henry Blake, G.C.M.G., will take the chair, and distribute the certificates and medals awarded last year in the examination for "First Aid to the Injured."

At a recent meeting of the Legislative Council at Singapore the continuous ballot for jury service was adopted; that is to say, if "A" is called to serve at the Assizes he will not be again called until every other available person has had his turn. His name will not be put again among the to-be-called until the ballot has been exhausted. Every jurymen has an idea that the Sheriff, or some other chance, selects him often than his neighbour. Thus will blind justice endeavour to defeat blind chance, says the *S.F. Press*.

According to news from Seoul, an American syndicate, which has successfully completed several Korean undertakings, including the electric tramcar, is negotiating with the Korean Government for the construction of water works at Seoul, the sum asked being three million yen. Should the syndicate succeed, it is thought that handsome profits will be realized, as it is understood that the work can be constructed at an outlay of about one third of the sum proposed. It appears that the contracts for public undertakings in Seoul are monopolised by this American syndicate, says a Japanese contemporary.

A general meeting of the Hongkong Boat Club was held yesterday evening at six o'clock at the Cricket Club, for the purpose of passing the accounts and electing officers for the coming year. The Hon. J. H. S. Lockhart, C.M.G., occupied the chair, and was supported by the Hon. H. B. Buxill Taylor. The following officers were elected:—Secretary and Treasurer—Mr. C. H. Gale (re-elected); General Committee—Messrs. J. N. Young, A. Ellis, G. R. Stevens, J. Danby, and H. Kennett; Ballotting Committee—Messrs. G. H. Potts, A. Fink, G. C. Fullerton, and A. G. Ward. Rev. R. F. Colbold, and Major Watson, M.D. The question of having a joint regatta with the Victoria Recreation Club is still under discussion.

The Hongkong Dock Company have been commissioned by the Siamese Government to build a couple of gunboats for them. One of them, the *Bali*, was successfully launched on Wednesday afternoon, Mrs. Trovolyan performing the christening ceremony, and she will be ready for her trial in about two weeks. Her sister-ship, the *Sagrib*, will be launched in about a month. Among those present on Wednesday were Mr. David Gillies (Chief Manager of the Dock Company) and Mr. R. Cooke (Assistant Manager). Mr. Munford, Lloyd's Surveyor, who is superintending the building of the vessels for the Siamese Government, was prevented by illness from being present. The *Bali* is a steel boat 145 feet long, 23 feet beam and 11 feet three inches deep. Engines triple expansion, 13 inches by 21 by 33, with a 24 inch stroke. Her speed is 11 knots.

A correspondent writes:—A deal of exaggerated writing has appeared in the home papers about the proposed introduction of Chinese laundrymen into London. For instance, take this from the *Outlook*:—"Before justification can be accorded to the introduction of the Chinaman into London, there are many grave considerations to be weighed. It is generally conceded in other countries where the Chinese have been given a footing that they are an undesirable people. Their morals admit of practices which among white men are accounted depravity. Their habits are filthy and indecent. Sanitation is its value is unknown to them. They breed and spread disease. America and Australia are at one in their unfavourable opinion of the yellow race; but having once given it a footing heavy poll-taxes and special settlements have failed to discourage their immigration. The question is, therefore, a moral one. The importation of Chinese may have the approval of economic laws, but it at present wants any other higher sanction whatever." Now there are points in this that are true, but to say that "the question is a moral one" is nonsense. "The question is a moral one" is nonsense because they live too cheaply for the native working man to tolerate them. All people living in a dirty state breed disease; it is only by forcing those who prefer dirt to live under sanitary conditions that London or any other big city can be kept moderately healthy. The question is not a moral one. London may not want alien emigrants; she has in faith more than enough. But why draw the line at Chinese?

The Secretary of State has sanctioned the construction of the Shwabo Canal in Upper Burma at a cost of 48 lakhs of rupees.

A batch of soldiers of the Legion Etrangère, who were on board the homeward-bound French transport *Chaplin*, deserted whilst she was loading at the Tanjong Pagar wharf at Singapore last week.

The first instance, at least for many years, where a mail steamer has carried coals for cargo was seen the other day, when the M.M. steamer *Caledonian* took a full cargo of Japan coals to Marseilles from Nagasaki.

The Siamese who severely assailed Captain Reid of the steamer *Cornelia* while the vessel was at Penang, as reported in these columns a few days ago, has been discharged as *non compos mentis*, and handed over to the Siamese Consul General for conveyance to Tongkah for treatment.

The Singapore Municipal President informed the local Board that the number of rats collected from May 18th to October 23rd was 65,807, an average per diem of 453. The greatest number taken in one day was 955. He thought the collecting should soon stop. The cool weather was coming on, when there was not so much danger from plague.

Latest despatches from Seoul, dated October 28th, state that the French and Russian syndicate formed to construct the Seoul-Wiji Railway are negotiating with the Russo-Chinese Bank to obtain the capital necessary for the undertaking. According to the *Nichi Nichi* they are credited with a scheme to obtain control of the Korean Government financially by sinking a large amount of capital in railway construction.

The steamer *City of Edinburgh*, recently purchased at Bombay by Messrs. Wee Bin & Co. of Singapore is now named the *Hong Wan I*. She is under the command of Captain Frapp, who for many years commanded local steamers on the China coast. She will be employed in the coolie-carrying trade between ports in Southern China and Singapore and Penang. Messrs. Wee Bin & Co. have also acquired the *City of London* for the same trade. They are the largest steamers owned locally, says a Singapore paper.

An officer of the German battleship *Friedrich*, which arrived in Nagasaki on the 28th ult. from Kiseochow Bay, stated that the vessel, which is the flagship of the German Commander-in-Chief, would return to China within a fortnight. Railway construction in Shantung is making good progress and the field telegraph will be completed to a certain place before next spring. It has been decided that the Germans shall work the colliery and use the coal for the German warships. This step is expected to prove very convenient for the navy.

A letter to the *Jiji Shimpō* from Thursday Island says that the effect of the exclusive policy adopted by the Queensland Government has been to bring the pearl fishery to the brink of ruin. Labour has ceased to be procurable except on prohibitive terms, and even a batch of Philippine brought from Manila have gone on strike. Under these circumstances the men who formerly led the agitation against Japanese laborers have now completely changed their views, and a petition has been addressed to the Queensland Government, urging that in the interests of the island's industry, all Oriental immigration, other than Chinese, should be permitted.

Messrs. B. Harnor and C. Yarnsburg were the defendants in a suit brought against them the other day by a Japanese in the Kobe Civil Court. The circumstances under which the claim was made were that a schooner owned by the plaintiff was chartered for a term of one year at the rate of 40 yen per day by the defendants. The vessel, after clearing at Moji for Manila, was found to be unseaworthy and the charterers demanded that she should be repaired. The master sold the vessel at Taguigan, Philippine Islands, however, and brought the claim against the defendants, the charterers, at the Kobe Chihō Saibansho. The plaintiff, however, failed to put in an appearance, and the suit was dismissed.

At the last meeting of the Legislative Council of the Straits Settlements a question arose as to providing a piano for the Governor's use whilst residing at his new quarters in the Penang Settlement. A vote of \$1,200 was proposed for the furniture, but that did not include a musical instrument. The Colonial Secretary said there was a piano available at Singapore, but one of the members said it was a "Grand" which had seen a lot of service, and would not be so suitable as a new "Upright," which, he said, could be got for about \$750. The Governor remarked that he should be loath to disturb the harmony of Penang with Singapore over a piano; and eventually it was decided to increase the vote by \$300 to provide the necessary musical instrument.

Why should a Judge (because he is a Judge) be exempt from signing his own notes of the cases heard by him? This was what Mr. Bromhead-Matthews wished to know at the last meeting of the Singapore Legislative Council. "Magistrates," he said, "were compelled to do it, and he did not see why Judges should receive preference because they had been promoted in office. At present they were often not signed, and therefore could not be used afterwards should the Judge leave the colony in the meantime. The Council thought the Criminal Procedure Code had better remain *in statu quo*, and negatived Mr. Matthews's suggestion to amend it thus.

A late Washington despatch says that a preliminary report just published by the Bureau of Foreign Commerce of the State Department shows some astonishing results. With several important ports heard from, it appears that almost without exception American coal is rapidly entering the markets of the world, and in many places has overcome the British coal, long regarded as superior, at every point. One of the most important contributions is that made by Consul Halstead at Birmingham, enclosing the results of a competitive test of American and British coal, by the Metropolitan Gas Company of London. The chairman of that company reported that American coal yielded 15,000 feet of gas per ton against 10,000 in the English coal, while the coke was plentiful and good. Consequently, though the American coal was quoted higher than English coal, it was actually cheaper. It had been found also that the American coal was superior to the Australian coal. There is talk of building 10,000 ton vessels for the express purpose of carrying American coal to the Mediterranean, because the freight rates at present make the price of the American coal higher than it should be. Consul-General Osborne at London, in commenting upon the arrival of a cargo of American gas coal, says it will rise to from \$12 15 to \$13 38 per ton, or more than double the ordinary winter price.

Alice Memorial and Netherthole Hospitals.

The Hon. Treasurer of the Alice Memorial and Netherthole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:

Ng Yuen Hing	810
Tan Tak Loong	10
Fook Loong	5
Tin Yuen	5
Yee Yuen	5
Yee On	5
Tai Chuen	5
Kwong Fung	5
Wing Cheong	5
Wing Cheong See	5
Hap Wo Chad	5
Wing Tung Hing	5
Kwong Lee Yuen	5
Po Sang Cheong	5
Po Loong	5
Kwong Cheong Loong	5
Jung Shing Loong	5
Sui Sang Loong	5
Sums under \$5	23
	\$128



**SUPREME COURT.**

November 8th.  
IN SUMMARY JURISDICTION.  
BEFORE HIS HONOUR T. BAKERMAN  
SMITH (ACTING PUISER JUDGE).  
BADECKEY V. GERAZUL.  
The hearing of this case was resumed. The  
claim was for \$320, the price of 80 cases of  
Pilsener beer.  
Mr. Bowley appeared for the plaintiff and  
Mr. Bruton for the defence.  
The evidence being completed.  
Mr. Bruton summed up for the defence  
going through the evidence in the first in-  
stance, then addressing his Lordship with re-  
spect to the law on the point.  
Mr. Bowley replied, and judgment was re-  
served.

USING A KNIFE.

Gabriel Gomez and Desin Ajana, also seaman, on the Chilean man-of-war *General Bolognino*, were charged with being drunk and disorderly on the 7th inst.

Chinese Constable 296 said that at noon on Wednesday he went on duty in Queen's Road.

While hearing a disturbance in the direction of Ship Street, he went there and found a large crowd collected. In the centre the two defendants were fighting with other men. The first defendant was brandishing a knife. Witness arrested him, and was immediately set upon by the second defendant, who tried to rescue his companion.

Witness did not know who probably would have succeeded but for the assistance of two Europeans. Both defendants were finally secured and taken to the station.

John Law, an overseer in the Public Works Department, said the knife produced in Court—a murderous looking weapon—was the one that the first defendant was brandishing. Witness told him to drop it, but instead of doing so he rushed with it at witness, who tried to catch the man by the jacket and dropping him. Another man helped witness and the lakong. Defendant number two tried to effect a rescue, and was also taken into custody.

The second European said the knife produced in court was not the one flourished by the first defendant. When the last witness struck him, the knife fell from the first defendant's hand, whereupon he drew another knife—the one produced in court—and tried to use it. The first defendant was picked up by one of the defendant's friends. Witnesses told him to drop the weapon, and he put it under his belt. Thereafter was a general melee.

The last defendant said the knife shown him

His Worship fined the first defendant \$10 or one month's hard labour, and the second \$5 or 14 day's hard labour. The fines were paid.

Two other sailors from the same ship engaged the rickshaws on Wednesday evening, and after keeping the vehicles for hours and driving them pretty nearly all over the place, refused to pay. At least, so the two rickshaw coolies averred.

The first complainant said his man engaged the rickshaw at seven p.m. and kept it until eleven p.m., when he magnanimously offered to the complainant 30 cents. This the latter vainly refused to accept, demanding more, and when the defendant refused to comply, the complainant had him arrested.

The second come had a similar tale to tell with the substantial difference, however, that his man had no money at all to pay for his four hours' ride. The 30 cents, offered to the first complainant by the first defendant was intended as payment for both hires.

Both defendants contended that they had been arrested for half an hour only, for which period the first defendant offered his coat and boots as payment for the two hours. On the coolie's rejecting this sum, the defendant said 10 cents, and this offer being also rejected, the defendants refused to pay anything, preferring to go to the police station.

His Worship added with the coolies, and ordered the defendants to pay them 50 cents compensation each.

**PEAK GAMBLERS.**

Still they came. Lance-Sergeant Krentz rented a house at the Peak at about eleven o'clock on Wednesday evening, arrested 10 gamblers. As in previous similar cases, the worthies were caught with evidences of their guilt on all sides, in the shape of dice, cards, etc.

All the accused pleaded guilty. The man—to whose charge was laid the additional offense of keeping the house purposes of gambling—was fined \$25, with alternative of three months' imprisonment, the others \$3 each, or 10 days in jail.

**REFUSING TO BE DISMISSED.**

Chan Fek, a grown man, yesterday received orders from his father to dismiss Chan Po, little fellow of 13. Chan Po absolutely refused to be discharged, and assaulted Chan Fek, who asked that the defense

The complainant stated that the above was his father's cook. On Wednesday he called him from the kitchen and told him his services were dispensed with. The defendant refused to go, and the complainant put his hand on the defendant's arm to show him to the door, where the latter cut him twice on the eye with a knife he fetched from the kitchen.

Complainant's father said he heard a noise from the kitchen, and on going there found the plaintiff and the defendant fighting. He was struck with something thrown by the defendant, and wounded on the forehead. Both had all along been drinking from a bottle. Complainant pleaded that the complainant injured him about when he told him to go. Defendant, in self-defence, threw a bowl at the plaintiff, who, in evading the missile, struck head against a frame and cut it.

Defendant was sentenced to receive six months with the hired and to undergo twenty hours detention in goal.

**THE CHARGE AGAINST A WARDEN.**  
B. M. Bovis, a warden in Victoria Gaol brought up on remand charged with neglect his duties on the 22nd inst.

Evidence was heard from Chief Warden Eric and the case was again remanded until to-

**THE HONGKONG RIFLE ASSOCIATION.**

The following are the scores made in the recent target match yesterday afternoon.

	time for the	200	500	600 T
Score.....	.....	92	95	93
Capt. Carlyle .....	.....	34	32	32
Corpl. Hills, R.E. ....	.....	30	32	34
Mr. Stewart .....	.....	30	32	34
St.-Mr. Wallace, R.E. ..	.....	31	34	31
Mr. Watson .....	.....	33	31	31
Mr. Edwin .....	.....	32	33	30
Mr. Mackenzie .....	.....	31	32	31
McLennan .....	.....	31	33	30
Mr. Cramer, R.N. ....	.....	31	32	27
Mr. Stackwood .....	.....	31	29	29
Mr. Lemmert .....	.....	31	33	24

1990-1991

1990-1991

The following are the scores in the Interport yesterday		
Score	200	500
Capt Carlyle	32	35
Corpl. Hills, R.E.	34	32
Mr. Stewart	30	32
St. Mjr. Wallace, R.E.	31	34
Mr. Watson	33	31
Mr. Baldwin	32	33
Mr. Mackenzie	31	32
Mr. McLennan	31	33
Mr. Cramer, R.N.	31	32
Mr. Stackwood	31	29
Mr. Lammert	31	33







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Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and India.

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Gold and Silversmith, Silk Dresser, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
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EASE-ON ACETYLENE LIGHTING  
COMPANY, Head Office, 82a, Queen's  
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DOCK No. 1 (at TATEGAMI).  
Extreme Length... 825 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 340 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 63 "  
Water on Blocks at Spring Tide... 52 "

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

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LATEST IMPROVEMENTS and can  
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NOTICE. [1819]

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THE "BOA VISTA" HOTEL have been  
appointed AGENTS for the Hongkong  
Daily Press, Hongkong Weekly Press, and the  
Chronicle, and Directory for China, Japan,  
&c. at Macao, and they are authorized to  
collect all accounts due to the Daily Press  
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A. CUNNINGHAM,  
Manager. [2597]

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## SCIENTIFIC MISCELLANY.

ELECTRIC FURNACE VARIETIES—CONCENTRA-  
TION BY GOLD—A SIMPLE BATTERY PLANT—  
PACKING GLASS—TO CATCH TRAINS—  
SWAGE FUEL—BALL BEARINGS FOR  
WATCHES—INFLATED ISLANDS—A GLOW  
LAMP PHOTOPHOS.

Three kinds of electric furnace are recognized  
by M. Keller. In the furnace, the heat of  
the voltaic arc is applied directly to the substance  
to be acted upon, in the resistance furnace, heat  
results from the passage of the current in im-  
perfectly conducting materials, without any  
localised arc; and in the incandescent furnace,  
the material acted upon is wholly non-conduc-  
ting, requiring a conducting layer to start the  
process. Electric furnaces may also be distin-  
guished as electrolytic, in which electric decom-  
position takes place, and electrothermic, in  
which only heating effects are produced. Large  
electric furnaces—absorbing singly the equiva-  
lent of more than 1,000 horse-power—are a quite  
recent development and they have yielded the  
highest artificial heat yet produced, probably  
exceeding 3,000 deg. C.

In condensed milk as ordinarily produced,  
the percentage of water has been reduced by  
evaporation in a vacuum from 85 to 28 to 30.  
In a new German process, the water is  
separated by freezing, the milk being first skim-  
med, then placed in a centrifugal separator, and  
alternately frozen and thawed during rotation.  
The cream is restored to the milk before putting  
up, the last of the product being that of fresh  
milk.

A method of cheapening storage battery  
plates consists in the use of a natural vegetable  
fibrous network, such as loofah or luffa. The  
lead oxide or active material is applied as a  
paste, and paste and network receive a charge  
of electricity until solidified, when the plates  
are ready to store current in the usual way.  
The plates are light and cheap, and acid per-  
colates through them readily.

Of 73 Swiss glaciers observed last year, only  
10 showed an advance, while 63 were retreating.  
Only one glacier of all that have been noted had  
shown a steady and continuous tendency to in-  
crease during the last few years.

A problem for twentieth century engineers is  
the reduction of the loss in time and energy  
from the stopping and starting of trains at way  
stations. For the London underground road  
where this waste is great, Mr. John Perry pro-  
poses the use at each station of a platform in  
the form of a constantly rotating turntable 500  
feet in diameter, the rim of this platform,  
through a suitable curve in the track, to be kept  
close to any train upon the line for about half  
of the circumference, and to be given the same  
speed as the moving trains. The platform  
would be reached by a spiral stairway at its  
centre, where the motion would be slight.  
Through this device passengers could enter or  
leave the moving trains, stoppage being un-  
necessary, and on such roads as the London  
underground or New York elevated it might be  
possible to provide a continuous train, which  
could be boarded at any station at any instant.  
A simpler plan was brought forward in India  
more than twenty years ago by Lieut. Col W.  
Sedgwick. It was suggested that each station  
have a side-track a mile long, with a sharp  
incline at each end, and that passengers and  
baggage be carried on a platform car on this  
track. At the proper time the car would be  
sent down one of the inclines. The train on  
the main line would slow up without stop-  
ping, the car would be made fast, passengers  
and baggage would be transferred, and the car  
would then be released with sufficient mo-  
mentum to carry it to the top of the second  
incline, where it would be ready to serve the  
next return train.

Fuel is to be made in English factories from  
street sweepings and sewage, even Thames mud  
being converted into a combustible yielding  
great heat and only 25 per cent of ash. The  
waste material is treated with chemicals, pressed  
into blocks, and sterilized at 400 deg. F., the  
resulting briquettes being black and like the  
best coal in appearance. The cost of the  
sewage fuel is said to be only two dollars per ton.  
It burns freely with little smoke, and is claimed  
to be equal in all respects to the cheapest coal.

The watch with ball-bearings of M. Leon  
Grout is of ordinary man's size, but its pivots  
all roll on hard steel balls 1/50 and 1/100 of an  
inch in diameter, only the moving parts of the  
escapement being without them. Advantages in  
durability, etc., are claimed, "jewels," of  
sapphire and other stones are not needed, and  
with the inevitable cheapening of the minute  
balls, considerable saving in cost is expected.

A mud island that lately appeared near the  
coast of German Southwest Africa has been a  
subject of investigation. The island was visited  
on June 1, 2 and 3, but had disappeared on  
June 4.

FACTS OF ABSORBING INTEREST  
TO THOSE WHO ARE IN THE  
CLUTCHES OF RHEUMATISM.

One cannot be too quickly cured of Rheuma-  
tism. To get rid of those awful pains that make  
life a never ending series of torture, now mild,  
now excruciating, to-day in bed, to-morrow  
hobbling around in crutches—to be relieved of such  
a condition is always the happiest period of one's  
life. Little's Oriental Balm has effected thou-  
sands of wonderful cures of long standing cases  
of rheumatism, cases that were supposed to be  
hopeless and beyond the reach of medicine. The  
cure has been so complete and permanent that  
Little's Oriental Balm is undoubtedly the true  
specific to cure Rheumatism.

Mr. N. Bell, Woodstock, N.Y., says:  
"For 10 years I suffered from Rheumatism,  
at times so severe that I could not either walk nor  
lie down. I used Little's Oriental Balm, and it  
completely cured me, notwithstanding that my  
case was chronic and baffled the skill of the best  
physicians." Sold at Re. 1 per bottle. Agents  
for Hongkong—The VICTORIA DISPEN-  
SARY, LD. [2632-6]

## NOTICE OF FIRM.

MR. W. ENGELBRECHT and Mr.  
M. W. NAGEL have CEASED to Sign  
our Firm per PROCUVATION.  
GROSSMANN & CO.  
Hongkong, 7th November, 1900. [2842]

GOVERNMENT NOTIFICATION.  
No. 1187.

TENDERS with Detailed Specifications will  
be received at the Colonial Secretary's  
Office up to Noon of FRIDAY, the 1st Fe-  
bruary, 1901, for the Construction and Supply  
of TWO WOODEN or COMPOSITE  
STEAM FERRY BOATS for the JONKON  
STRAITS. (See Admiralty Chart No. 2493.)

Length 90 feet over all.  
Breadth not less than 17 feet.  
Maximum draft 7 feet.

The vessels to be of sufficient stability to  
carry passengers on a shade deck about one half  
of their length.

To be driven by single or twin screw engines  
at a speed of 9 knots on the measured mile. If  
composite built, the frames and scantlings  
throughout to be accessible for painting and  
preservation from corrosion. Ceiling to be dis-  
posed with as far as possible, what ceiling  
there is to be of hard wood. The outside plank-  
ing to be of teak of substantial thickness.

If of wood to be built of Java teak or Panaga  
crooks for frames, &c. with teak plank and  
hard wood ceiling.

The boats must be sheathed to wall above the  
water line with 18 oz. yellow metal.

Tenders must state the price—1st with fit-  
tings to burn liquid fuel, carrying a sufficient  
supply to steam about 500 knots—2nd with fit-  
tings for burning wood fuel—3rd with fittings  
which can be altered for burning liquid or wood  
fuel as found expedient.

The boats must be built for and fitted with  
towing hooks and other fittings and gear for  
towing a 40 ton tugboat.

One short must forward for light and signal-  
ing and a teak wood dingy to be supplied with  
each vessel.

First Class and Native passenger accommoda-  
tion to be separate. Space for baggage to be  
provided below.

Any further information can be obtained  
from the Master Attendant, Singapore. The  
Tenders to state the date on which the boats  
can be completed and delivered in Singapore.  
The Government does not undertake to ac-  
cept the lowest or any tender.

Colonial Secretary's Office,  
Singapore, 22nd October, 1900. [2814]

MR. SPEIGHT LIGHTS HIS PIPE.

There lay Mr. Robert Speight's pipe on the  
shelf, black and cold as an ancient Atee altar.  
He had not taken a pull on it for days; he  
said he didn't enjoy it any more.

Now a man may have a row with a friend,  
and the two meet without speaking for six  
months, yet no harm done.

To throw off one's smoke, however, is a dif-  
ferent thing; it is a bad sign. Our friend had  
not repudiated tobacco on what is called "prin-  
ciple," he had not joined any of those societies,  
you know—the sort that enjoy themselves by  
making others miserable—and then give out that  
the Millennium is close aboard. Not a bit of  
that. He loved his fragrant old briar-  
wood with undiminished devotion, but—well,  
he had hit a lot of us on the side of the head  
where we most need a little sense knocked in.

"The whole matter," says Mr. Speight, in a  
letter dated December 12th, 1899, "tots up  
at this. I had been a chronic dyspeptic for  
five years. My life was dismal as a rainstorm  
that never lets up. I had such awful head-  
aches I could hardly attend to business. I had  
wretched nights, and days off the same piece.  
My tongue was coated deep with fur; and the  
taste in the mouth, especially in the morning,  
was fit to sicken a Greenlander.

"Most of the time there was a dull, heavy  
pain in the left side, and a feeling of tightness  
across the chest, as though an iron band were  
screwed around me. I was afraid to eat any-  
thing solid because it gave me the sense of cho-  
king; and whenever I did eat pastry, or roast  
or fried meat, I couldn't stand the feeling it  
gave me. I was obliged to make myself sick  
with salt and water and get relief that way.  
For months together I lived on slops.

"Thinking it might do me good I went  
with some friends to the Isle of Man for a  
holiday, but was glad to get back. Doctors  
attended me, but their medicines all missed  
the mark. I could no longer enjoy my pipe,  
and this left me lonely as a wrecked sailor;  
all smokers will understand that.

"When I had made up my mind I was  
booked to enter to the end of my days, I first  
read about the cure given by Mother Seigel's  
Syrup. The first bottle gave me great relief,  
and two more made a perfectly well man of me.  
It is a pleasure now for me to work, and my  
old pipe is once more in constant service. My  
opinion of Mother Seigel's Syrup may be in-  
ferred from what I have said. Nowadays I eat  
and digest pastry and everything else that  
comes my way."—Robert Speight, Draper, 2,  
Richardshaw Lane, Pudsey, Yorks. [55]

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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON via SUEZ CANAL	AGAMEMNON	Brit. str.	—	Niah	BUTTERFIELD & SWIRE	On 13th inst.
LONDON via SUEZ CANAL	ANTENOR	Brit. str.	—	Bett	BUTTERFIELD & SWIRE	On 27th inst.
LONDON via SUEZ CANAL	TANTALUS	Jap. str.	—	Jackson	P. & O. S. N. Co.	On 11th Dec.
LIVERPOOL via SUEZ CANAL	ANTENOR	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On or about 29th inst.
BREMEN, via Ports of Call	TANTALUS	Brit. str.	—	H. Bleeker	MELCHERS & CO.	On 17th inst.
MARSEILLES, HAVRE & COPENHAGEN, via B'k.	CATHAY	Ger. str.	—	F. L. Sommer	MELCHERS & CO.	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	HAKATA MARU	Jap. str.	—	Vaquier	NIPPON YUSEN KAISHA	To-day.
MARSEILLES, &c., via Ports of Call	TONKIN	Jap. str.	—	N. Tromp	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	AWA MARU	Ger. str.	—	Forok	CARLOWITZ & CO.	On 14th inst., at 1 p.m.
HAVRE, BREMEN & HAMBURG v. COLOMBO	ARAGONIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Janson	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 8th Jan.
HAVRE & HAMBURG	HILGOLAND	Brit. str.	—	Schmidt	DODWELL & CO., LIMITED	On or about 20th inst.
NEW YORK via SUEZ CANAL	VERONA	Ger. str.	—	Hansen	CARLOWITZ & CO.	On or about 28th Dec.
NEW YORK via SUEZ CANAL	GLENGARRY	Brit. str.	—	F. Gedy	McGREGOR BROS. & GOW	On 25th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	DODWELL & CO., LIMITED	On 25th inst.
PORTLAND, OREGON via SHANGHAI, &c.	RIOTUN MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
SAN FRANCISCO via SHANGHAI, &c.	MILOS	Amr. str.	—	T. M. Stevens & Co.	PACIFIC MAIL S. S. CO.	On or about 27th inst.
SAN FRANCISCO via AMOY, &c.	CITY OF PEKING	Brit. str.	—	O. & O. S. S. Co.	TOYO KISEN KAISHA	On 17th inst., at Noon.
SAN FRANCISCO via AMOY, &c.	CORICO	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SAN FRANCISCO via AMOY, &c.	AMERICA MARU	Jap. str.	—	E. W. Haswell	GIBB, LIVINGSTON & CO.	To-day, at 4 p.m.
SAN DIEGO, &c., via MOJI, &c.	CARLEISLE CITY	Brit. str.	—	P. Craghette	NIPPON YUSEN KAISHA	On 15th inst., at 4 p.m.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Williams	SANDER, WIELER & CO.	On 17th inst., at 4 p.m.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	G. K. Wright	BUTTERFIELD & SWIRE	On or about 30th inst.
YOKOHAMA, via SHANGHAI, &c.	CHINGTU	Brit. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA, via SHANGHAI, &c.	HITACHI MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Carnaghan	BUTTERFIELD & SWIRE	To-morrow.
KOBE & YOKOHAMA	SHANSI	Brit. str.	—	L. M. Wilmer	P. & O. S. N. Co.	On 11th inst., at Daylight.
SHANGHAI	MAIZURU MARU	Jap. str.	—	T. Ogata	MIYOSHI BUNSAN KAISHA	On 14th inst., at Daylight.
SWATOW, AMOY & TAINAN	ANPING MARU	Jap. str.	—	S. Aizumi	MIYOSHI BUNSAN KAISHA	On 21st inst.
SWATOW, AMOY & TAINAN	AKASHI MARU	Jap. str.	—	K. Suzuki	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
FOOCHOW via SWATOW & AMOY	SUNGKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA	CHANGSHA	Brit. str.	—	T. Moore	SHAW, TOMES & CO.	To-morrow, at 5 p.m.
MANILA	DIAMANTE	Brit. str.	—	Ramsay	MELCHERS & CO.	To-morrow, at Noon.
MANILA	PAX	Ger. str.	—	Davies	JARDINE, MATHESON & CO.	To-day, at Noon.
MANILA	CHELYDRA	Brit. str.	—	Magauzini	CARLOWITZ & CO.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	BISAGNO	Ital. str.	—	T. Murali	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KAGOSHIMA MARU	Jap. str.	—			

## SHIPPING.

**ARRIVALS.**  
Nov. 8, KWANGLEE, British str., 1,467, Lincoln, Canton 7th Nov. General.—CHINKSE.  
Nov. 8, SAINT BEDE, British steamer, 2,287, A. McPherson, Moroccan 30th Sept. Coal.—ORDEE.  
Nov. 8, JACOB DIEDERICHSEN, German str., 623, A. Riecke, Haiphong 5th November and Hoihow 7th, General.—JENSEN & CO.  
Nov. 8, DIAMANTE, British steamer, 1,255, A. Ramsay, Manila 5th November.—SHEWAN, TOMES & CO.

**CLEARANCES.**  
At the Harbour Master's Office.  
8th November.  
Kamohara Maru, Japanese str., for Kobe.  
Michael Jensen, German str., for Haiphong.  
Cathay, French str., for Hoihow.  
Hohe, Norwegian str., for Hongay.  
Voe Podbielski, German str., for Shanghai.  
Formosa, British str., for Swatow.  
Forest Dale, British str., for Moji.  
Nanchang, British str., for Amoy.  
Hanoi, French str., for Haiphong.  
Tiger, Norwegian str., for Kutchinotzu.

**DEPARTURES.**  
Nov. 7, ANTELLA, British str., for Calcutta.  
Nov. 7, MABATHON, British str., for Shanghai.  
Nov. 7, LYERMOON, German str., for Swatow.  
Nov. 7, TAINAN, British str., for Singapore.  
Nov. 7, CHUNNATY, British str., for Singapore.  
Nov. 8, CITY OF RIO DE JANEIRO, Amr. str., for San Francisco.  
Nov. 8, HAMBURG, German str., for New York.  
Nov. 8, GLENARTNEY, British str., for Kobe.  
Nov. 8, VON PODBIELSKI, German str., for Shanghai.  
Nov. 8, FORMOSA, British str., for Shanghai.  
Nov. 8, FOREST DALE, British str., for Moji.  
Nov. 8, NANCHANG, British str., for Amoy.  
Nov. 8, HANOI, French str., for Haiphong.  
Nov. 8, TIGER, Norwegian str., for Kutchinotzu.

## VESSELS IN DOCK.

**ABERDEEN DOCK.**—Don Juan de Austria, Adamastor, Chingtu, H.M.S. Janus, Menelaus, Tartar, H.M.S. Sandpiper, Trym, Cosmopolitan Dock.

## VESSELS ON THE BERTH.

**NAVIGAZIONE GENERALE ITALIANA** (FLORIO AND RUINATTO UNITED COMPANIES).

**STEAM FOR SINGAPORE, PENANG AND BOMBAY.**

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN, and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAHRAIN, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship.

**"BISAGNO."**  
Captain Magauzini, will be despatched as above TO-MORROW, the 10th November, at Noon.

At Bombay the steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 31st October, 1900.

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

**FOR MANILA.**

**"DIAMANTE,"**  
Captain A. Ramsay, will be despatched as above TO-MORROW, the 10th inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light.

A doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
General Managers.

Hongkong, 5th November, 1900.

## VESSELS ON THE BERTH

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR SINGAPORE, PENANG AND CALCUTTA.**

**THE Company's Steamship**

**"CHELYDRA,"**  
Captain Davis, will be despatched as above TO-DAY, the 9th inst., at Noon.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 3rd November, 1900.

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR MANILA.**

**"SUNGKIANG,"**  
Captain Moore, will be despatched as above TO-DAY, the 9th inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 8th November, 1900.

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR MANILA.**

**"CHANGSHA,"**  
Captain T. Moore, will be despatched as above TO-DAY, the 9th November, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 25th October, 1900.

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.**

**THE Company's Steamship**

**"CHANGSHA,"**  
Captain T. Moore, will be despatched as above TO-DAY, the 9th November, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 25th October, 1900.

**THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.**

**FOR MARSEILLES, HAVRE AND COPENHAGEN via BANGKOK.**

**THE Company's Steamship**

**"CATHAY,"**  
will be despatched as above TO-DAY, the 9th inst.

For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.

Hongkong, 7th November, 1900.

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN, HAMBURG (via COLOMBO)	On 19th November.
AMBRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 6th December.
ARAGONIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th December.
WITTENBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th December.
SAMBIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 8th January.

For further particulars as to Freight, Passage, etc., apply to

**CARLOWITZ & CO.,**

**HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.**  
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	WEDNESDAY, 14th Nov., at Noon.
HAKATA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 16th Nov., at DAYLIGHT.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 23rd Nov., at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Nov., at 4 p.m.
RIOTUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 24th Nov., at 4 p.m.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 26th Nov., at Noon.
AWA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 30th Nov., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 30th October, 1900.

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN	Noon, 10th Nov.	See Special Advertisement.
SHANGHAI	C.D. Bennett, R.N.	About 10th Nov.	Freight or Passage.
LONDON	SORBAON	About 29th Nov.	Freight or Passage.
YOKOHAMA via NAGASAKI & KOBE	L. M. Wilmer, R.N.	About 30th Nov.	Freight or Passage.
	C.F. Lockstone, R.N.	About 30th Nov.	Freight or Passage.

## PASSENGER SEASON, 1901.

s.s. PLASSY 7,240 tons. March 30th. MARSEILLES and LONDON DIRECT.

s.s. SOBBAON 7,332 tons. April 27th. Without Transshipment.

For Further Particulars, apply to  
**A. W. MARSHALL,**  
Acting Superintendent.

Hongkong, 5th November, 1900.

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.**

**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.**

**PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;**

**LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.**

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PREUSSEN IRENE	WEDNESDAY 9th January, 1901.
PREUSSEN	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
SACHSEN	WEDNESDAY 20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901.

ON WEDNESDAY, the 14th day of November, 1900, at Noon, the Steamship "BAYERN," of the Norddeutscher Lloyd, Captain H. Bleker, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 12th November. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 13th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 13th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.  
**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
**MELCHERS & CO.,**  
AGENTS.

Hongkong, 1st November, 1900.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,511	A. Dixon	November 26
BRAEMAR	3,601	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 12
DUKE OF FIFE	3,521	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and STEWARDRESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLODYCKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to  
**DODWELL & CO., LIMITED,**  
General Agents.

Hongkong, 5th November, 1900.

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N. WEDNESDAY, 21st Nov., 1900.  
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N. WEDNESDAY, 19th Dec., 1900.  
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N. WEDNESDAY, 16th Jan., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and



## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CHUSAN,"

Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 10th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and other cargo for London, &amp;c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent, Hongkong, 29th October, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 11th instant, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 5th November, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on MONDAY, the 12th inst., at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 8th November, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"

Captain Nish, will be despatched as above on TUESDAY, the 13th November.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 3rd October, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Aitani, will be despatched for the above ports on WEDNESDAY, the 14th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 8th November, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

THE Company's Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents, Hongkong, 29th October, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUEME AND TRIESTE.

Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"SILESTIA,"

Captain P. Craglietto, will be despatched as above on SATURDAY, the 17th inst., P.M.

For information as to Passage and Freight, apply to SANDER, WIELER &amp; CO., Agents, Hongkong, 7th November, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT.

THE Company's Steamship

"TANTALUS,"

Captain Gregory, will be despatched as above on SATURDAY, the 17th November.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 10th October, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HILGLEN,"

will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to DODWELL &amp; CO. LD., Agents, Hongkong, 25th October, 1900.

## VESSELS ON THE BERTH

ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 24th October, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 1st November, 1900.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

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Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, AND ANTWERP.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship "TOKIN," Captain Vauquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 6th November, 1900.

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENGARRY,"

Captain F. Gedys, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to MCGREGOR BROS. &amp; GOW, Agents, Hongkong, 26th October, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX,"

Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 19th October, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU ON TUESDAY, the 4th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 9th November, 1900.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

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Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

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Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

Standard Oil Co. American ship, Colcord—30, Bander, Wier &amp; Co.

## VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CARLSLE CITY" On 20th Nov. 3,062 Tons.

S.S. "KARVEN" On 12th Dec. 2,463 Tons.

The Steamship "CARLSLE CITY" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, China and Japan. Hongkong, 8th November, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 8th November, 1900.

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN. Booking Cargo for OVERLAND PORTS. The First Class Twin Screw Steamer

"MILOS" will be despatched on or about 27th inst.

For Freight, apply to T. M. STEVENS &amp; CO., Agents, Hongkong, 7th November, 1900.

HONGKONG.

STEAMERS.

Amigo, German str., 771, Bondix, Nov. 1.

Jensen &amp; Co.

Amoy Maru, Jap. str., 1,058, Atsumi, Nov. 3.

Mitsui Bussan Kaisha

Bismarck, Italian str., 1,500, Magasini, Nov. 6.

Carlowitz &amp; Co.

Cathay, Russian steamer, 3,571, Jensen, Nov. 2.

Molchers &amp; Co.

Changsha, British str., 1,463, Moore, Oct. 22.

Butterfield &amp; Swire

Cheydren, British str., 1,574, Davies, Nov. 2.

Jacobsen, Matheson &amp; Co.

Chingka, British str., 2,350, Williams, Oct. 17.

Butterfield &amp; Swire

Chunshun, British str., 1,282, Messer, Nov. 3.

Bradley &amp; Co.

Clam, British steamer, 2,311, Evans, Nov. 6.

Arnhold, Kueberg &amp; Co.

Coptic, British steamer, 2,744, Rinder, Nov. 7.

O. &amp; O. S. S. Co.

Decima, German str., 794, Christiansen, Nov. 6.

Chinese

Diamante, British str., 1,225, Ramsay, Nov. 8.

Shewan, Tomes &amp; Co.

Empress of India, British str., 3,003, Marshall, Oct. 30.

C. P. &amp; C. Co.

Hansa, German steamer, 1,300, Schall, Nov. 3.

Sunder, Wier &amp; Co.

Hansa, Norwegian str., 249, Jonsson, Nov. 4.

Jarvis, Matheson &amp; Co.

Hollat, French str., 508, Morles, Nov. 6.

A. R. Marty

Hongkong, French str., 802, Fannier, Nov. 7.

A. R. Marty

Jacob, Diesterichsen, Ger. str., 623, Riecke, Nov. 8.

Jensen &amp; Co.

Kamakura Maru, Jap. str., 3,790, Petersen, Nov. 7.

Nippon Yusen Kaisha

Kirkfield, British str., 2,289, Watson, Nov. 7.

Dodge &amp; Co., Limited

Kwangchow, British str., 1,467, Lincoln, Nov. 2.

Chinese

Loongang, British str., 1,080, Weigall



## POST OFFICE NOTICES.

**23rd XMAS and NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. to-day, are due in London about the 16th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of parcels are requested to post them a few days in advance.

The *Sobraon*, with the English Mail of the 12th October, left Singapore on Sunday, the 4th inst., at 1 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on 10th September.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Hainan, Penang and Calcutta	Hongkong	Friday, 9th, 11.00 A.M.
Shanghai	Chelydra	Friday, 9th, 11.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Amigo	Friday, 9th, 1.00 P.M.
Manila	Changsha	Friday, 9th, 2.00 P.M.
Shanghai	Shanghai	Friday, 9th, 3.00 P.M.
Iloilo and Manila	Shanghai	Saturday, 10th, 10.00 A.M.
Shanghai	Shanghai	Saturday, 10th, 10.00 A.M.
Shanghai	Shanghai	Saturday, 10th, 10.00 A.M.
Singapore, Penang and Bombay	Shanghai	Saturday, 10th, 10.00 A.M.

**EUROPE, &c., India via Taitoeira.**  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

**Manila, Cebu, Amoy and Tamsui.**  
Sundries, Amoy and Tamsui.  
Yokohama and Kobe.  
Kunming and Samshui.  
Sundries, Amoy and Tamsui.

**EUROPE, &c., India via Taitoeira.**  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

**SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.**  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

**EUROPE, &c., India via Taitoeira.**  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

**SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.**  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

## TO-DAY.

Sale, Sundries, Hongkong and Kowloon Godowns, Messrs. Hughes & Hough, 11 a.m.  
Sundries, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

## TO-MORROW.

Sale, Sundries, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	ON PARIS.	ON NEW YORK.	ON BOMBAY.	ON CALCUTTA.	ON SHANGHAI.	ON YOKOHAMA.	ON MANILA.	ON SINGAPORE.	ON BATAVIA.	ON HAIPOH.	ON SAIGON.	ON BANGKOK.	ON SOERABAYA.	ON SURABAYA.	ON BATAVIA.	ON HAIPOH.	ON SAIGON.	ON BANGKOK.	ON SOERABAYA.	ON SURABAYA.
Telegraphic Transfer	Bank Bills, on demand	Bank Bills, at 30 days sight	Bank Bills, at 3 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight
2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2

## VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. steamer *Sobraon* left Singapore for this port on the 4th inst. at 1 p.m., with the outward English mails, and is due here to-day.

**THE GERMAN MAIL.**  
The Imperial German Mail steamer *König Albert*, carrying the German mails with dates from Berlin of the 15th Oct., left Colombo on Friday, the 2nd inst., and may be expected here on or about Tuesday, the 13th inst.

The Imperial German Mail steamer *Bayern* left Kobe via Nagasaki and Shanghai on Sunday, the 4th inst., and may be expected here on or about Tuesday, the 13th inst.

The steamer *Lightning*, from Calcutta, left Singapore for this port on Saturday afternoon, the 3rd inst.

## THE AMERICAN MAIL.

The T. K. K. steamer *America* left with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 24th ult.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

## THE INDIAN MAIL.

The T. K. K. steamer *America* left with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 24th ult.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

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## JOINT STOCK SHARES.

Hongkong, 8th November.

Stocks	No. of Shares	Issue Value	Paid Up	Last Dividend	Closing Quotations
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30c. div. at 1/11/14	\$113 p. o. pr. = \$816.3
Bank of China & Japan, Ltd.	100,000	\$25	\$25	1st half year 1900	\$21
Do. Deferred	1,250	\$1	\$1	None	\$23.55
National Bank of China, Ltd.	10,000	\$20	\$20	2/8 for 1899	\$26, sales & buyers
Do. Founders' Shares	20,000	\$20	\$20	2/8 for 1899	\$26, buyers
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	50 p. ct. = \$30 for 1899	\$255, sales
China Traders Ins. Co., Ltd.	24,000	\$333.33	\$333.33	10p. ct. for 1899	\$32, sales
North China Ins. Co., Ltd.	5,000	\$250	\$250	10p. ct. = \$1.50 for 1899	\$25, sales
Yantai Ins. Assoc., Ltd.	8,000	\$100	\$100	10p. ct. = \$1.50 for 1899	\$115, buyers
Canton Ins. Co., Ltd.	10,000	\$250	\$250	10p. ct. = \$1.50 for 1899	\$127, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	50 p. ct. for 1899	\$1
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1899	\$295
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$36 for 1899	\$78
<b>SURETIES.</b>					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year	\$321, sales & sellers
Indo-China S. B. Co., Ltd.	60,000	\$410	\$410	10p. ct. = \$1.20 for 1899	\$314, buyers
China & Manila S. B. Co., Ltd.	6,000	\$50	\$50	20 p. ct. for 1899	\$45, sales & sellers
<b>DOUGLAS STEAMSHIP CO., LTD.</b>					
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ending 30-0-98	\$41, buyers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Int. of 5 p. cent. on account of 1900	\$115, buyers
Limited, Preference	20,000	\$10	\$10	Int. of 5 p. cent. on account of 1900	\$115, buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 p. cent. on account of 1900	\$115, buyers
Do. do.	20,000	\$10	\$10	Int. of 5 p. cent. on account of 1900	\$115, buyers
<b>STAR FERRY CO., LIMITED.</b>					
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 p. cent. on account of 1900	\$115, buyers
<b>SHELL TRANSPORT &amp; TRADING CO., LIMITED.</b>					
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 5 p. cent. on account of 1900	\$23.25
<b>REFINERIES.</b>					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Int. of 5 p. cent. on account of 1900	\$112, buyers
Luxon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1899	\$35, buyers
<b>MINEING.</b>					
Punjom Mining Co., Ltd.	60,000	\$8	\$8	None	\$280, sales
Do. Preference	30,000	\$1	\$1	None	\$280, sales & buyers
Société Fran. des Charbonnages du Tonkin	16,000	\$250	\$250	None	\$250, buyers
Queens Mines, Limited	400,000	\$25	\$25	5 p. ct. half year end 31-12-99	\$71
Gold Mining and Trading Company, Ltd.	45,000	\$5	\$5	Int. of 5 p. cent. on account of 1900	\$51, sales
East Australian Gold Mining Co., Limited	200,000	\$1	\$1	Int. of 5 p. cent. on account of 1900	\$51, sales
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	Int. of 5 p. cent. on account of 1900	\$51, sales
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	Int. of 5 p. cent. on account of 1900	\$51, sales
Do. Preference	70,000	\$1	\$1	Int. of 5 p. cent. on account of 1900	\$51, sales
<b>DOCKS, WHARVES, &amp; CO.</b>					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	8p. ct. & 12p. ct. bonus for 1899	\$45 per cent. = \$500.25
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	8p. ct. & 12p. ct. bonus for 1899	\$45 per cent. = \$500.25
Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 p. cent. on account of 1900	\$84, buyers
Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 p. cent. on account of 1900	\$84, buyers
Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 p. cent. on account of 1900	\$84, buyers
<b>WAREHOUSES AND STORAGES.</b>					
Wharf and G. Co., Ltd.	2,500	\$100	\$100	Int. of 5 p. cent. on account of 1900	\$81, buyers
Wharf and G. Co., Ltd.	2,500	\$100	\$100	Int. of 5 p. cent. on account of 1900	\$81, buyers
<b>NEW AMOY DOCK CO., LTD.</b>					
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	22 p. ct. for 1899	\$204, sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Int. of 5 p. cent. on account of 1900	\$193, sellers
Kowloon Land & B. Co., Ltd.	4,000	\$50	\$50	\$11 for 1899	\$25
West Point Building Company, Limited	12,500	\$50	\$50	Int. of 5 p. cent. on account of 1900	\$504, sellers
Hongkong Hotel Company, Limited	12,500	\$50	\$50	10 p. ct. for half year	\$116, sales & sellers
Oriental Hotel Co., Limited	7,000	\$50	\$50	First year 1900	\$51, buyers
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 p. ct. for 1899	\$11.75, buyers
<b>CORROD MILLS.</b>					
Ewo Cotton Spinning & Weaving Co., Ltd.	17,500	\$100	\$100	8 p. ct. for period ending 31-12-97	\$15.50
International Cotton Spinning & Weaving Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account 98	\$15.45
Loan-kang-mow Cotton Spinning & Weaving Co., Ltd.	9,000	\$100	\$100	3 p. ct. on account 98	\$15.50
Soy Chee Cotton Spinning & Weaving Co., Ltd.	2,000	\$100	\$100	4 p. ct. for period ending 31-12-97	\$15.375
Yahong Cotton Spinning & Weaving Co., Ltd.	7,500	\$100	\$100	None	\$15.40
West & Dye Co., Ltd.	12,000	\$100	\$100	None	\$8, sellers
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 1900	\$191, buyers
China Borneo Co., Ltd.	7,500	\$20	\$20	None	\$81
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 10 p. ct. making 11 p. ct. for 99	\$16, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share	\$104, buyers
Company, Limited	7,000	\$410	\$410	9 p. ct. for 1899	\$35, sellers
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	\$10 for 1899	\$170, sellers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1899	\$50
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. of 5 p. cent. on account of 1900	\$171, buyers
Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 31-12-97	\$171, buyers
Dairy Farm Co., Ltd.	10,000	\$75	\$75	5 p. ct. for year ended 31-12-97	\$81
Carmichael & Co., Ltd.	2,000	\$25	\$25	\$30 for 1899	\$50
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	15 p. ct. for 1899	\$20
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	15 p. ct. for 1899	\$20
Hell's Asbestos Co. Agency, Ltd.	10,000	\$1	\$1	75c. per share for 1899	\$11
United Asbestos Oriental Agency, Limited	9,000 only	\$1	\$1	20 p. ct. year ended 31-12-97	\$8, sellers
Tobacco Planting Co., Ltd.	100,000	\$5	\$5	None	\$3, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	80 cents for period ending 31-12-97	\$9.75, sellers
Watkins, Limited	10,000	\$10	\$10	8 p. ct. for 1899	\$10, sellers
Universal Trading Co., Ltd.	50,000	\$20	\$20	None	\$54, buyers
<b>CHINA COMPANIES.</b>					
Alhambra, Limited	300	\$300	\$300	25 p. ct. for year ended 30-0-99	\$1,500
Le Commercial, Limited	200	\$500	\$500	Int. of 10 p. ct. for 1899	\$1,000
Hongkong, Limited	750	\$100	\$100	First year	\$110
La Favorita, Limited	130	\$500	\$500	First year	\$625

VERNON &amp; SMYTH, BROKERS.

**CARMICHAEL & BARLOW,** PORTLAND CEMENT  
CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,  
QUEEN'S BUILDINGS.

**DESIGNS AND SPECIFICATIONS** prepared for any class of Steamships, Launches and Light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, CABLES, "HONGKONG," Telephone, 232.

**H. F. CARMICHAEL,** B. J. BARLOW.  
Hongkong, 1st June, 1899. 1637

**THE CHRONICLE AND DIRECTORY** FOR CHINA, JAPAN, GOREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., FOR 1900.

**THE THIRTY-EIGHTH ANNUAL ISSUE.** S. I. ENTING.

**SURGEON DENTIST.** No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. 2482

**DAVID CORSE & SON'S** MERCHANT NAVY BOILER MAKERS, GENERAL ENGINEERS, AND SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS, No. 11, LEE YUEN STREET, EAST, Hongkong, 25th July, 1900. [2074]

**CARBOLINEUM-AMENARIUS** USED FOR OVER TWENTY YEARS. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness. Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [38]

**WING CHEONG.** Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHES, AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage. Nos. 1 & 3, D'AGUIAR STREET, Behind Hongkong Dispensary, Hongkong, 5th April, 1900. [2581]

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 7th NOVEMBER, 1900.

STATION.	Hour.	Temp.	Humidity.	Wind.	Weather.
Vladivostok	3 p.	20.91	—	SW 2	0
Tokyo	—	20.91	—	SW 2	0
Kobe	—	20.91	—	SW 2	0
Nagasaki	—	20.91	—	SW 2	0
Kagoshima	—	20.91	—	SW 2	0
Tsushima	—	20.91	—	SW 2	0
Koshu	—	20.91	—	SW 2	0
Pescadore	—	20.91	—	SW 2	0
Shanghai	—	20.91	—	SW 2	0
Amoy	—	20.91	—	SW 2	0
Swatow	—	20.91	—	SW 2	0
Canton	—	20.91	—	SW 2	0
Hongkong	—	20.91	—	SW 2	0
Victoria Peak	—	20.91	—	SW 2	0
Gap Rock	—	20.91	—	SW 2	0
Macao	—	20.91	—	SW 2	0
Haiphong	—	20.91	—	SW 2	0
Manila	—	20.91	—	SW 2	0
Isabel	—	20.91	—	SW 2	0
Alolo	—	20.91	—	SW 2	0
Cebu	—	20.91	—	SW 2	0
C. S. James	—	20.91	—	SW 2	0

## 8th NOVEMBER, A.M.

Previous day 7 p.m.	On date at 10 a.m.	On date at 7 p.m.
20.85	25.07	25.07
17	17	17
74	75	75
2	2	2
0	0	0
0	0	0

air temperature on the 7th  
air temperature on the 7th  
c. Observatory, 663